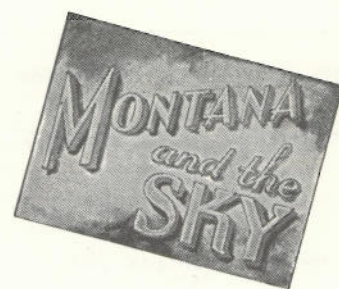


NEWBY SETS LOOP RECORD AT BOZEMAN AIR SHOW



Al Newby shown with Cessna Aerobat.
(Photo courtesy of Northwest Flyer.)



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 11

November, 1969

BOZEMAN AIR SHOW

Despite a chilly, windy day, over 1200 persons enjoyed the air show at Bozeman on October 5th. The show was sponsored by the local Optimist Club with the proceeds going to further youth activities.

Al Newby, owner of Flite Line, Inc., on Gallatin Field, highlighted the show with a series of 66 consecutive loops performed in a Cessna 150 Aerobat. According to all information available, Al's 66 loops set a new world record for inside loops performed consecutively in a stock production model plane.

Parachutists from Montana State University truly thrilled the spectators with their precision jumping. Adding to the many events of the afternoon were the performances of "Professor" Dave Rahm, Bellingham, Washington; Frank Geelan, Aloha, Oregon and Cliff Howard of Spokane, Washington.

Rahm perfectly executed a number of complicated maneuvers and series of loops and rolls in his Citabria. Geelan's performance included an outstanding maneuver called the "lomecevak", which is a number of consecutive tumbles end over end, in his AT-6 military craft. The "finale" to the show was Cliff Howard, in a T minus 2, flying upside down and cutting ribbons suspended approximately 15 feet above the ground.

Air Show chairman Wayne Edsall, his committees and individuals who

contributed so much time and effort are to be highly complimented along with all the participants for a very successful show!

NASAO HONORS CHARLES LYNCH

At their recent meeting in Salt Lake City, the National Association of State Aviation Officials passed a resolution honoring MAC Director Charles A. Lynch. The resolution praised Mr. Lynch for devoting many years to the promotion of aviation; it noted his absence from the convention—the first he has missed in a number of years and stated "his wise counsel and sound judgement" was being missed. The resolution further expressed the association's hope for his speedy recovery.

A scroll depicting his long and useful service both on a national and state level was prepared by the NASAO for forwarding to Mr. Lynch.

Mr. Lynch remains in a serious condition in a Great Falls hospital following the aircraft accident of September 23. Mr. Lynch continues to show a steady improvement.

Mr. Henry Loble and Mr. Hugh Kelleher, who were also injured in the accident, have been released from a Helena hospital and are recuperating at their homes.

During the absence of Mr. Lynch, the Commission has named Assistant Director, James H. Monger as Acting Director.

HEARING ON COMMUTER SERVICE CASE MAC DOCKET NO. 7

INITIAL DECISION FAVORS APACHE

William Sternhagen, hearing examiner in the Aeronautics Commission Montana Commuter Service Case issued his Initial Decision favoring Apache Airlines to serve the Montana Cities applied for by Apache as a scheduled air carrier of persons and property.

Following the filing of the written opinion and decision, the parties concerned have 25 days in which to petition for a review by the Montana Aeronautics Commission.

If there is not a petition for discretionary review filed within the 25 days, the decision of the hearing examiner shall become effective as the final order of the Commission in 30 days after the filing. If a petition for discretionary review is filed or action to review is taken by the Commission upon its own initiative—the effectiveness of the Initial Decision is stayed until further order of the Commission.

The decision if approved by the Commission will authorize Apache Airlines, Inc., to serve the following Montana cities—Billings, Glasgow, Glendive, Great Falls, Havre, Helena, Lewistown, Miles City, Sidney and Wolf Point, if the suspension of Frontier Airlines Service is allowed

(Continued on page 2, col. 1)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**City/County Airport
Box 1698**

Helena, Montana 59601

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Hearing—continued from page 1

by the CAB at the cities where suspension has been requested by Frontier.

The decision included approval of the transfer to Apache of the Montana Authority of Combs Airways, Inc.

The Initial Decision of hearing examiner Sternhagen followed the Hearing held in Helena on October 14, 15 and 16. The applicants presenting their cases before the Hearing Examiner were, Apache Airlines, Phoenix, Arizona, and Montana Airways a division of the Montana Corporation, Great Falls.

Major testimony for Apache was presented by President George Dembow, Jr., and Chester Aronson, treasurer of Apache and Vice President of Sigmond Sommers numerous enterprises. Sommers owns 50% of Apache common stock.

Apache attorneys were Tom Wiley, Phoenix and C. W. Leaphart, Helena. Witnesses appeared for Apache from various cities concerned in the Frontier suspension.

Major testimony for Montana Air-



HEARING: Apache President George Dembow testifies during cross-examination. Seated on the platform are attorneys for Apache, William Leaphart of Helena and Tom Wiley, Phoenix, Arizona—Standing to the lower right is attorney for Montana Airways, Leo Graybill, Jr. of Great Falls.

ways were—Fred Bernatz, Great Falls, officer in the Montana Corporation; Homer Holman, who would be general manager for Montana Airways; Ward F. Junkermier, CPA, treasurer and Director of Montana Corp.; Attorney for the Montana Corporation was Leo Graybill, Jr. of Great Falls. Various witnesses appeared for Montana Airways.

Testimony was presented by Vern Carlson of Frontier Airlines; representatives of various cities; and Chambers of Commerce involved; Jack Daniels, Williston, North Dakota, representing the City of Williston and the Chamber of Commerce.

Representing the Montana Aeronautics Commission and participating in cross-examinations were James Monger, Acting Director; Lloyd Rixe, Bozeman, economics consultant for the Aeronautics Commission and several members of the Commission.

Twenty-three persons took the stand during the three day hearing. Extensive cross-examination was conducted.

**REGISTRATION
CUT-OFF
DATE**

The Montana Aeronautics Commission has set November 28 as the Cut-Off Date for 1969 Registration. All Pilot Registration and Aircraft Registration received after that date will be applied as 1970 Registration.

**FOUR AIR TOURS
TO MEXICO**

The Mexican Government has announced that there will be four flying tours for all pilots and their friends to Mexico in 1970. The theme is "Mexico By Private Plane in 1970".

There will be one tour in each of the months of January, February, March and April. Each tour will go to different areas of Mexico . . . both the West and East coast, and as far south as Oaxaca. Each tour is very low priced in a special package (this includes rooms, meals, tips, ground transportation, all maps, RAMSA cards, route briefing, landing fees, etc.) with special prices starting at \$199.00.

The personal assistance of two commercial pilots, bi-lingual and with flying tour experience will be the tour conductors; Carlos Munozcano, Regional Inspector for the Mexican CAA, 3rd Region, and Kenneth C. Butler, Past President of the International Flying Farmers. The tours are planned so that it will require only two weeks from home or work and take in three week-ends.

The tour dates are as follows: January 12th to 22nd; February 9th to 19th; March 2nd to 12th and April 6th to 16th.

For detailed information of tour prices, complete detailed itinerary, etc., write or call: Kenneth C. Butler Air Tours, Box 84, Hutchinson, Minnesota 55350. Telephone-Area code 612-897-2661.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Kearns, Jim G.—Billings
Steen, Leroy G.—Miles City

PRIVATE

Dancer, Allen W.—Malta
Collins, Donald E.—Missoula
Cassutt, Richard J.—Fort Benton
Lindborg, Richard V.—Missoula
Beree, Russell L.—Missoula
Muggli, Kenneth L.—Missoula
Butterweck, Joseph S.—Great Falls
McIntyre, Robert B.—Great Falls
Stearns, Clyde W.—Kalispell
Aikins, Warren R.—Shelby
Talcott, James A.—Great Falls
Compton, Catherine—Whitehall
French, Larry D.—Havre
Bakken, David L.—Billings
Groskinsky, Anne L.—Sidney
Graham, Kendrick R.—Billings
Hanson, Gary D.—Ashland
Dupuis, Phillip D.—Melrose
Evans, David W., III—Billings
Haidle, Wayne M.—Fallon
Borg, Milo K.—Fairview
Miller, William A.—Broadus
Caauwe, Lois E.—Sand Springs
Moretz, Wayne H.—Glasgow
Woods, William R.—Culbertson

COMMERCIAL

Patten, John F.—Helena
Williams, Larry J.—Bozeman
Kuzmic, Charley W.—Libby
Dow, Dana R.—Great Falls
Darkenwald, Daniel A.—Billings

INSTRUMENT

Moncur, Vernon W.—Lake San Marcos, Calif.
Hoiness, James D.—Billings

MULTI-ENGINE

Butler, Ramona A.—Strongsville, Ohio
Davis, Denzel C.—Butte
Mathis, Theodore E.—White Sulphur Springs
Van Manen, Donald—Kalispell
Hammond, Lee D.—Pocatello, Idaho
Strang, Gerald E.—Helena

FLIGHT INSTRUCTOR

Stephens, David L.—Dutton
Smith, Thomas A.—Great Falls
Bushman, Jon M.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Kolstad, Christopher V.—Bozeman

ROTORCRAFT

Koppmann, George C. (Comm.)—Missoula
Thompson, Vernon E., Jr. (Comm.)—Sidney

SEAPLANE

Nelson, Melvern L. (Comm.)—Arlee
Leighton, Dennis R. (Private)—Ronan
Timm, Elizabeth A. (Private)—Polson
Wutzke, Ronald A. (Comm.)—Great Falls
Radabah, Ronald S. (Comm.)—Kalispell

AIRFRAME MECHANIC

Holm, Peter F.—White Sulphur Springs
Bernier, Lee C.—Wolf Point

REPAIRMAN-ACCESSORIES

Martin, Gary J.—Malta

SENIOR PARACHUTE RIGGER BACK & CHEST

Thompson, David R.—Absarokee
Parker, Dennis R.—Libby
Grendahl, David J.—Missoula
Peterman, Dean K.—Missoula
Difani, Philip D.—Riverside, Calif.
Mathews, Edward E. (Seat Type Added)—Missoula

J. C. WILLIAMS CHIEF OF FAA's DILLON FSS

Mr. John C. Williams assumed his post as Chief of the FAA's Flight Service Station at Dillon, September, 1969.

Mr. Williams is a native of Ohio and attended Marietta College at Marietta, Ohio. He has been employed by the U. S. Government for the past 23 years and commenced in the field of communications with the Navy at the end of World War II. During his career with the FAA he has been stationed at the following posts: the Foreign Aeronautical Communications Station at Balboa Canal Zone; the International Flight Service Station, Anchorage, Alaska; as Center Controller at Merrill Field; as Enroute RADAR Controller and Ter-

minal Approach Controller, Elemen-dorf AFB, Anchorage; as Flight Service Specialist at Tucumcari, New Mexico; Amarillo, Texas and Cut Bank, Montana. Immediately prior to his Dillon assignment, he was Supervisor at General Mitchell Field, Milwaukee, Wisconsin.

Mr. and Mrs. Williams and their three children, Kathleen, 9, Jackie Ann, 7, and Gordon, 6, are thoroughly enjoying Montana. They own a camp trailer and ride hondas to participate in hunting, fishing and other outdoor sports.

Quoting Chief Williams—"We have found a home in your mountains and are enthusiastic promoters of not only aviation but of the friendly people and the geography."

FLYING FARMERS ELECT A. SORENSEN PRESIDENT

Arnold Sorensen, Kremlin, was elected president of the Montana Flying Farmers and Ranchers Association at their recent state convention held in Chinook. Sorensen replaces Henry Wood of Gildford, who served as president of the organization the past two years.

Mrs. Art (Lucille) Osburnsen of Winifred was elected Montana Flying Farmers Queen for the balance of 1969 and 70.

Other officers elected were Dow Overcast, Chinook, vice president and Iva Keister, Conrad, secretary-treasurer. Directors elected for two year terms were John Hebbelman, Sr., Chinook, Art Osburnsen, Winifred, and Wayne Krueger, Reed Point.

Ed Baldwin, Polson, was elected Flying Farmer of the year.

The organization went on record as:

1. Wanting a course to be offered at Northern Montana College in Havre to train mechanics, pilots and instructors.

2. Opposing the airway light beacons being removed from the mountainous areas of Montana where radio aids are not always the best at lower altitudes where some VFR, visual flight rules, flights are conducted.

A Fly-In was scheduled for November 9th at the John Hebbelman, Jr. farm near Chinook. There will be a pot luck dinner followed by a directors meeting.

AIRPORT NOTES



By JAMES H. MONGER
Assistant Director, Airports

Bozeman—October 21 was the commissioning day for the new visual approach slope indicating light system on Gallatin Field. This unit has been installed through a cooperative effort of the Gallatin Field Board, the Montana Aeronautics Commission, Northwest Air Lines and the FAA. The Federal Aviation Administration has now taken over the unit for maintenance and operation. Morrison-Maierle of Bozeman were the engineers and Bozeman Electric, the contractor.

Sidney—The Sidney Richland Municipal Airport has recently completed a major airport expansion project consisting of constructing a new 5,700 foot paved air carrier runway. The runway was officially opened for daylight traffic on October 26. The runway lighting system will soon be completed. Through city and county cooperation it was also possible to pave the airport access road and provide an asphalt overlay on the existing apron. This project has been a joint local, state and federal effort, costing approximately \$450,000 with the Aeronautics Commission loaning the local Airport Board \$200,000.

Glasgow VOR—The Federal Aviation Administration is proposing the relocation of the Glasgow Air Force Base VOR from the Air Base location to Glasgow International Airport. A more detailed report on this proposal will be issued in a later newsletter.

Butte—Bids were opened in Butte on October 10 for the 840 foot extension of Runway 15. The apparent low bidder was Washington Construction Company at a total bid of \$281,232.80. The apparent low electrical bid was from Midland Electric Company at \$3,544.50. The electrical bid is \$1,924 under the engineering estimate, however, the general

bid is approximately \$78,000 over the estimate. Therefore, the bids have been taken under advisement by the Silver Bow County Airport Board, who is, in the meantime, attempting to secure additional matching funds so that a supplemental grant can be offered by the FAA, thus allowing the project.

AIR WEST TRAFFIC INCREASES

Air West passenger boardings at the two Montana cities served by the carrier were up last month over the previous September.

Eight hundred and ninety-nine travelers boarded Air West flights at Kalispell last month, an increase of 33 per cent.

At Great Falls, 313 travelers were enplaned, up 29 per cent.

Starting October 26, Air West began a new schedule of flights from both Montana cities which will provide greatly improved service to the coast as well as connecting Air West jet flights to Idaho, Utah and southern California.

An early morning departure from Great Falls and Kalispell westbound to Spokane and Seattle, and an evening return flight will permit a full day on the coast and a return home the same day. The new morning flight will connect at Spokane with an Air West jet to Salt Lake, Las Vegas and San Diego. Return Air West jet connections to the evening eastbound flight are also made at Spokane.

GIFT SUGGESTION

For the pilot, aviation interested friend or Montana history enthusiast on your Christmas list, send—"Montana and the Sky."

Montana and the Sky, by Frank W. Wiley, is the authentic history of western aviation events and pioneer pilots combined with over 200 rare aviation photographs.

STANDARD EDITION \$10.00 COLLECTORS EDITION \$50.00. Checks should be made to: The Montana Historical Society.

Send your order to:

The Montana Historical Society
225 North Roberts
Helena, Montana 59601

MECHANICS AWARD DEADLINE DECEMBER 31

With cash prizes at an all-time high, the seventh annual National Aviation Mechanics Safety Awards Program has been launched by the Federal Aviation Administration.

Mechanics who have developed new air safety ideas during 1969 will compete for more than \$10,000 in prizes, including vacation trips for themselves and their families, donated by the industry as part of a continuing effort to focus public attention on the critical role played by the aviation mechanics.

Two national grand prize winners will be selected—one from an air carrier and the other from general aviation. There will be 18 regional and 50 state awards presented.

Entries are judged in three categories.

1. Improvements to airframes, engines or components which lead to increased reliability.

2. Maintenance or inspection procedures which increase air safety.

3. The aviation mechanic who has consistently demonstrated an unusually high level of professionalism.

Nominations may be submitted by the mechanic himself or by another person on his behalf. The deadline date is December 31, 1969 and all nomination entry forms must be made before that time. Forms are available at all FAA facilities.

AWARDS

MPA adds \$100 to State Awards

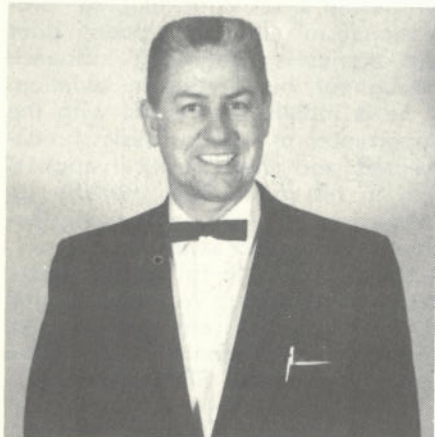
State: In addition to a handsome plaque and citations awarded by the Federal Aviation Administration, the State winner will receive transportation to and from Helena for the award ceremony and this year's winner will receive \$100 from the Montana Pilot's Association.

Regional: The regional winner will receive a \$300 certificate for choice of tools and tool chest, various gifts and cash awards.

National: The two national winners will be flown to Washington, D. C. with their families for the award ceremonies in the spring—they will receive U. S. Bonds, cash, merchandise and a three-day vacation trip for himself and his wife, all awarded by various companies and associations in the industry.

L. FOOT RETURNS TO GT. FALLS RAPCON O. HAGGBLOOM TRANSFERS

Loren S. Foot has returned to Montana as Chief of the Great Falls area RADAR Approach Control located on Malmstrom Air Force Base. Loren a native Montanan was the former Chief of RAPCON at Great Falls until his transfer to the Minneapolis Area Office in 1967.



Loren Foot

Oran K. Haggbloom replaced Loren in 1967 and has now accepted a transfer to the Air Traffic Control Branch in Minneapolis.

MAC extends a hearty "Welcome Back" to Loren Foot as we extend a sincere "Thank You" to Oran Haggbloom for his assistance and cooperation during his assignment in Montana.

FAA TIGHTENS RULES FOR NEW SMALL PLANES

New rules reflecting over 100 updated changes to the current airworthiness regulations for type certification of small planes (12,500 lbs. or less) have been issued by the Federal Aviation Administration.

The changes will amend standards of safety under which FAA certification approval will be given in the future to new small airplanes. These standards—which cover the general areas of flight characteristics, airframe structure, aircraft systems, and power plants—will apply to small airplanes on which application for type certification is made to FAA after September 14, 1969, when the new rules became effective.

INTERESTING LETTER RECEIVED ON BALLOON LANDING

EXECUTIVE OFFICES

MORLY INTERNATIONAL

(A SUBSIDIARY OF MORSE LAND CO., INTL.)

HOME OFFICE: ABSAROOKEE, MONTANA 59001 U.S.A.

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WM. R. MORSE, B.A., LL.B.
PRESIDENT AND GENERAL MANAGER

TELEPHONE: 406 - 328-3161
406 - 328-3162

RECEIVED
OCT 20 1969

MONTANA AERONAUTICS COMMISSION
HELENA, MONTANA

OFFICES AND ASSOCIATES IN
SWITZERLAND, WEST GERMANY AND GREAT BRITAIN

October 20, 1969

Montana Aeronautics Commission
Helena, Montana 59601

Gentlemen:

I noted with more than passing interest your recent comment and photo of the French balloon which was sighted and seen to land near Big Timber a short time ago. I happened to be in Big Timber that day and, of course, felt that this was more than a little unusual.

On October 3 last I had occasion to attend a social gathering in Salisbury, England, where the French counsel from Southampton was principal speaker. I have met this gentleman on previous occasions so felt no restraint in showing him your news letter with its article re the balloon. He was familiar with the launching facility and the scientific program involved and commented that they had experienced flights wherein their vehicles had circumnavigated the earth two and even three times before landing. I had opened the discussion thinking I would be offering some unusual information only to find that he felt it was more unusual that I had not long since been aware of such flights. Now I wonder if anyone else in your news letter reading audience has heard of such?

Very sincerely,

WM. R. MORSE

WRM/cj
m

FORMER AE SUPERVISOR RECEIVES APPOINTMENT

Our Montana readers will be interested to hear the latest news of our former Aviation Education Supervisor, Mary Jo Janey Oliver, who is presently Air Age Education Specialist for Cessna Aircraft Company, Wichita, Kansas.

Mary Jo (Janey) Oliver was recently appointed to the FAA's 32-member Women's Advisory Committee on Aviation. Mary Jo is one of 10 new members sworn into service at the Committee's 12th meeting held in Washington, D. C.

The Committee, organized in 1963, is composed of outstanding women pilots who also are eminent representatives of the aviation community

or business, education, medical or civic interests. It convenes twice a year to provide recommendations to the FAA administrator for improving U. S. aviation facilities and services. Included in the Committee's program recommendations to the FAA have been: the Gold Seal program for flight instructors; format change of aeronautical charts for more convenient handling in the cockpit; revisions to the air traffic control procedures and the inauguration of the FAA's airport beautification awards program.

We send Mary Jo congratulations on her appointment!

Three takeoffs or landings are made every second of the day or night by general aviation aircraft.

FAA INSPECTORS CORNER



By LAUREN D. BASHAM
Accident Prevention Specialist
GADO No. 9, Helena

LOSS OF CONTROL

The above words may be found in many of the General Aviation Accidents reported. Who lost control? The private pilot, sometimes with the ink not yet dry on his certificate "Lost Control" while landing on a rutted country road which was more convenient to his destination than the local airport a little farther away. Or it may have been the private pilot with a hundred hours or so who, having made a successful landing in a soft field near a construction project, "Lost Control" and nosed the aircraft over during an attempted takeoff from that same field. There is evidence of questionable judgment in one case and questionable judgment and competency in the other. We must include, also, the commercial pilot with 15,000 hours who, risking the safety of person and property other than his own, landed on a snow-covered icy road "Lost Control" and substantially damaged the aircraft. Luckily, the persons on board were uninjured. Even the flight instructor must be included when he, although aware of a need for maintenance on an aircraft, continues to operate that aircraft until involved in a "Loss of Control" accident.

Private pilot, commercial pilot and flight instructor—all "Lost Control" when they could not make the aircraft do what they wanted it to do. While analyzing these accidents, we must not confuse the WHAT happened with the WHY, which is the area with which we should concern ourselves most. For example, "Loss of Control" is not in itself the WHY but is the WHAT HAPPENED aspect. To correct loss of control situations, we must first find out WHY they occurred, and correct that.

There are, in many instances, human factors involved—faulty judgment, distractions, poor air discipline, accident inducing design in aircraft, etc., which require continued attention and offer high improvement

potential.

Quite often man, the optimist, continues blissfully on—sincerely believing that all things, unfortunate or catastrophic, happen to others—not to himself! To engender SAFETY, all airmen must recognize the importance of safe practice, not because of the danger from flying, but because of our continuing desire to make it even safer.

By FAA standards, a pilot may qualify by meeting minimum standard requirements and competently demonstrating certain maneuvers and procedures designed to test pilot competency on a given day. This newly-qualified pilot may then go out and, with few restrictions, participate in the **complex** field of aviation, hopefully to increase his knowledge, skill and judgement. All too often, it seems, the pilot finds himself in environmental conditions which require more knowledge, skill and judgment than he may possess—the result is usually an accident.

Consider for a moment those basic elements which make up our General Aviation scene today. We have **man**—in the most comfortable, social and economical environment in history. We have the **machine**—loaded with blackbox complexity and we have the **system**, all of which will, according to projected statistics, involve us in a staggering total of more than 7,000 accidents annually in 1970 of which 700 will be fatal—resulting in possibly 1,400 fatalities.

Those who read this are made aware of the problems and if interested may ask, "What can I do to help?"

There is only one philosophy which will engender Safety. That one philosophy is the one which emphasizes the basics of piloting, the need to know and become skilled in mastering complex equipment and strive to develop and maintain a realistic attitude concerning Safety.

If a private pilot—ensure that you are well read in areas of aviation education, accident statistics and make every attempt to orient your flight activity into an area of least accident potential. Above all else, practice the basics of piloting under the supervision of a qualified instructor at regular intervals.

If a commercial pilot—ensure that the effort and competency which allowed you to gain this accomplish-

ment are continued by working to acquire additional ratings and gain the bonus of knowledge, skill and judgment throughout your flying career.

If a flight instructor—ensure that as a flight instructor, increased emphasis is placed on returning to the basics of piloting. Avoid the current trend in flight and ground school training which places major emphasis on merely the successful completion of the FAA written and flight test. Adopt a philosophy toward training which will assist in developing "professionalism" in the student pilot and act as a continuing influence throughout his career in aviation. If he is initially impressed with the importance of sound basic fundamentals and their practical application to his flying and properly instructed in them, he will usually become a good and safe pilot.

We urge you to follow the above recommendations. We believe that by so doing, you are less likely to suffer "Loss of Control" and more likely to "FLY TO STAY ALIVE."



CALENDAR

November 12 & 13, Helena — Montana Aeronautics Commission's Monthly Meeting.

November 14 & 15, Banff, Canada — Alberta Aviation Council's Annual Meeting.

November 31 — Cut Off Date for Pilot and Aircraft Registration with the Montana Aeronautics Commission. All registrations received after that date will be held for 1970 registration.

December 31 — Deadline for nomination entry forms for the National Aviation Mechanics Safety Award.

January 12-22, Mexico Tour — "Mexico By Private Plane in 1970".

March 2-12, Mexico Tour — "Mexico By Private Plane in 1970".

April 6-16, Mexico Tour — "Mexico By Private Plane in 1970".

The U. S. Navy says that 50 per cent of flight instruction for beginning student pilots is devoted to teaching them to land safely.

WIND FACTOR CHART

COOLING POWER of WIND on EXPOSED FLESH EXPRESSED as EQUIVALENT TEMPERATURE
(Under Calm Conditions)

		Actual Thermometer Reading (* F)											
WIND SPEED		50	40	30	20	10	0	-10	-20	-30	-40	-50	-60
KNOTS	MPH	EQUIVALENT TEMPERATURE (* F)											
Calm		50	40	30	20	10	0	-10	-20	-30	-40	-50	-60
4	5	48	37	27	16	6	-5	-15	-26	-36	-47	-57	-68
9	10	40	28	16	4	-9	-21	-33	-46	-58	-70	-83	-95
13	15	36	22	9	-5	-18	-36	-45	-58	-72	-85	-99	-112
17	20	32	18	4	-10	-25	-39	-53	-67	-82	-96	-110	-124
22	25	30	16	0	-15	-29	-44	-59	-74	-88	-104	-118	-133
26	30	28	13	-2	-18	-33	-48	-63	-79	-94	-109	-125	-140
30	35	27	11	-4	-20	-35	-49	-67	-82	-98	-113	-129	-145
35	40	26	10	-6	-21	-37	-53	-69	-85	-100	-116	-132	-148
Wind Speeds Greater Than 40 mph have little additional effect		LITTLE DANGER (For properly clothed person)				INCREASING DANGER				GREAT DANGER			

REPORT OF PILOT'S MEETINGS

GADO No. 9 reports that 130 persons attended the two pilot's meetings held recently in Great Falls and Missoula.

Seventy persons attended the Great Falls meeting (Rainbow Hotel, October 15). Program participants were: Hal Ward, Great Falls Quality Control Officer, U. S. Weather Bureau; Lee Ward, Great Falls Flight Service Station Chief; Bernie Majerus, Great Falls FAA Control Tower; Larry Basham, FAA GADO No. 9, Helena; Donald Coombs, Northwest Mooney Aircraft of Great Falls and Jack Wilson, Montana Aeronautics Commission.

Sixty persons attended the Missoula meeting (Missoula Technical Center, October 16). Program participants were: Ed Nelson, Missoula

U. S. Weather Bureau; Dave Sellegren, FAA Control Tower Chief, Missoula; Marshal Moy, Acting Chief, Flight Service Station, Missoula; Larry Basham, FAA GADO No. 9, Helena; Tim Hayes, Johnson Flying Service, Missoula and Jack Wilson, Montana Aeronautics Commission.

GADO No. 9 personnel, Supervising Inspector Lee C. Mills; Maintenance Inspector C. R. "Bob" Taylor and Larry D. Basham, Accident Prevention Specialist, gave a slide presentation on Vertigo with a demonstration of the Barany chair at both meetings.

All presentations were very well received.

A police helicopter flying over a city at 60 mph can patrol a 60 square mile area each hour. It would require 15 patrol cars on the ground to check this same area.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
52/27

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 To-Date	52	27

Anyone can make a mistake—
Henry Ford forgot to put a reverse gear in his first automobile.

WEST YELLOWSTONE '69 SEASON! REPORT

Scheduled Service	Season Total
Passengers	10,935
Mail, Lbs.	3,037
Express, Lbs.	1,449
Airfreight, Lbs.	15,682

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	958
Private Aircraft	2,946
Military Aircraft	44

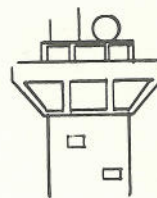
Try a tongue twister!
Sinful Caesar sipped his snifter,
seized his knees and sneezed.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	Nov.	Dec.
Culbertson	3	
Glasgow	5	
Glendive		
Great Falls	6	4
Lewistown	19	17
Miles City	20	18
Missoula	20	18
Sidney		

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls



TOWER

OPERATIONS

September, 1969

	Total Operations	Instrument Operations
Billings	11,817	1,986
Great Falls	9,004	1,716
Missoula	7,892	230
Helena	4,443	326

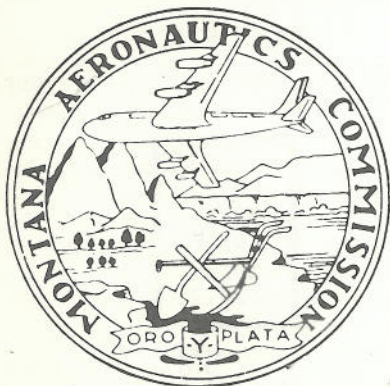
On a long flight, as much as 15 per cent of an airliner's fuel is consumed just in carrying its fuel load.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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NOVEMBER, 1969

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